

CLASSIFICATION SECRET/SECURITY INFORMATION		CENTRAL INTELLIGENCE AGENCY SECRET REPORT	
INFORMATION REPORT			
COUNTRY	Austria (Soviet Zone)	DATE DISTR.	/0 Dec 51
SUBJECT	Repair and maintenance of Soviet Aircraft	NO. OF PAGES	2
PLACE ACQUIRED		NO. OF ENCLS.	(LISTED BELOW)
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DATE OF			
THIS IS UNEVALUATED INFORMATION			

- The production of PB-2 aircraft was stopped in about 1946 and a rather serious shortage of spare parts for this aircraft became noticeable in 1948. At that time the PB-2 was about to be replaced by the IL-28, this would, of course, obviate the need for a supply of PB-2 spare parts. The PB-2 spare parts most frequently in short supply were: metal tubing, the engine, pump, and oil filter, rubber coupling, small expendable items such as nuts, bolts, cotter pins, wire, etc.; assemblies, such as gasoline pumps, generators and radio equipment. Since spare parts from abandoned aircraft were usually available, there were rarely any delays of more than two or three days.
- Twenty-nine of the forty aircraft were supposed to be kept in a ready-to-fly condition, but there were never more than 23 or 24 aircraft in this condition at any given time.
- General maintenance work is done at squadron level and specialized work is performed in one of the PAKs (Peredvizhnaya Avia Montazhnaya Masterskaya Mobil Aviation Repair Shop). PAKs are assigned to regiments, divisions and armies in the following manner:

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Regiment	-	PARM #1	-	Airframe repairs	50X1-HUM
Division	-	PARM #4	-	Painting, replacement of tubing, small repairs on radios and electrical equipment	50X1-HUM
Army	-	PARM #11	-	Major overhaul of all components including engines	50X1-HUM

The repair and maintenance of aircraft at the squadron level has been described in OC-R-44 and OC-R-57. The work done at the PARM-11 level has been described. Once or twice a year every plane in the regiment is inspected by a team consisting of the Regimental Senior Engineer, the Regimental Armaments Engineer and the Regimental Special Electrical Equipment Engineer. There is also an inspection of every plane at the divisional level once a year. This inspection is conducted by a team consisting of the Divisional Senior Engineer, the Divisional Senior Armaments Engineer and the Divisional Special Electrical Equipment Engineer.

4. PARM-11 is equipped to handle all repairs normally done by a stationary shop.

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